NEWS SCIENCE NEWS

Open Letter to Nexus Magazine

The "Open Letter To All Working On Alternate Energy" fascinated me. I can relate to much of what Paul Brown wrote. There are many devices which could be classified as 'alternative energy' which are nothing more than clever improvements on inefficient everyday machines. I've been fascinated since high-school days with fuel efficiency; probably from the well-advertised 'Mobile Economy Run' - a competition open to anyone using standard automobiles, driving from Los Angeles to New York. The best Miles Per Gallon was the winner.

When I bought my first (used) car, I installed a vapour gas extender. It was nothing more than a line attached to the bottom of the carburettor that sucked air through a water-filled bottle which created water vapour as the incoming air bubbled up through the water.

Many a moon later, after Uncle Sam's Navy had trained me in electronics (and atomic reactors), I adapted an oscillator circuit to a standard capacitor discharge ignition improver. The principle was to make the spark-plug fire many times during the normal single firing time. I had to use a 'high wind' coil (in place of the standard coil) to get enough spark because of the increased pulsing - therefore shorter spark duration. My first vehicle was an International delivery van that used the Austin of England 4 cylinder slow RPM engine, which had those long threaded spark plugs. Because of the slow RPM, and ideal maximum number of pulses gave a doubling in gas mileage!

Many a year later, I installed the same device on a used police cruiser that used a 440 cu.in. 4-barrel carburettor. I had a rather humorous and enlightening experience with it. In trying to market it, I brought it to a friend who was interested. But he was highly sceptical of the principle. He informed me that Cunningham (the great racer) stated flatly that once a flame front was developed in the engine cylinder, it couldn't be re-ignited. I had the device rigged so that I could flip a switch and change from normal ignition to experimental. My friend and I took a ride in the vehicle. At about 40 mph, I flipped on the experimental ignition. "Varoom!" An increase in G-forces was clearly felt, without my changing the pressure on the accelerator pedal. His remarks: L,"Scratch Cunningham." If one is electronically and slightly mechanically inclined, my description is enough to create the device. It is the type of thing that needs no drawings or circuit diagrams. It is merely the marrying of a few devices, and installing it on the vehicle.

I sold the vehicle and forgot to remove the device. I sent away for plans for a 'Hot Water' fuel extender. From my description, a shade-tree mechanic should be able to design and install one. The principle was to warm up the fuel to almost the point that older vehicles had a problem called 'vapour lock'. This was fed to the regular fuel inlet to the carburettor through a needle valve. It took me a month of driving before stumbling onto the the principles of how it worked. The needle valve was throttled down to the point that it just about fed or kept up with the engine's demands. Actually, the carburettor's bowl was empty and the warmed fuel partially vapourised. As one approached a hill, the needle valve had to be opened slightly, and when over the hill, it had to be closed back to 'normal'. A pain in the neck, but worth it when it improved mileage 27%. The device routed fuel from the fuel pump through a 1/4 inch diameter copper tube that was coiled a dozen loops inside a 2 inch copper pipe (with end closures soldered etc.). The header lines were cut and tapped to run hot water through the larger pipe which acted as a heat-exchanger to the coiled 1/4 line inside it. One of the tricks of assembly was to use 1 1/2 to 2 turn coils in the 1/4 lines as it entered and exited the heat exchanger, to take up vibration. I first tried plastic connectors with clamps, but it is vulnerable to vibration and leaks. A 'hard plumbed' system with ferruled connectors solved the leaks. The needle valve is the more difficult piece to find. Some kind of mechanical linkage is needed from the valve so the driver can adjust the valve. A solid rod worked better than a flexible choke rod.

When I was out of work, that vehicle and its gas extender went 'by-by'. For about 9 months I've been collecting parts and pieces for a device I saw on

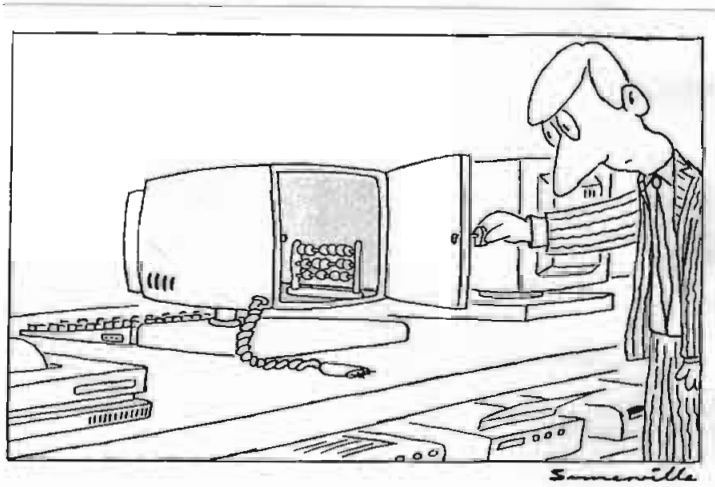
my friend's vehicle, something he remembered from a 1950s article in *Popular Mechanics*. He was a machinist, and built a block with the inlet 'hole' to go under the carburettor. Nothing more than the old water vapour vacuum principle.

NB: Anti-smog systems have a pump that circulates oil vapours to the carburettor, tap into that line, just before it enters the carburettor, at that location it is a vacuum (from the engine via the carburettor).

As the engine turns, it creates a vacuum at the carburettor. If you can install a tapped opening (to accept a threaded connector) the vacuum on the 'hole' will be proportional to the throttle butterfly. An explosion proof tank is made to hold about a gallon of petrol. A line connects from the bottom of the carburettor to the top of this tank. The tank is partly filled with petrol. An 'air stone', the type used in a pet fish aquarium, (several small or one large), is fitted with a line that draws air from outside the top of this tank. The engine is started 'normally'. Once running, the regular fuel line is shut off (no fuel going to the carburettor). The engine vacuum draws on the tank which sucks air into the tank through the air-stone. The ultra-fine bubbles breaking the surface of the petrol in the tank, create vapour which the engine runs on. Remember to install some kind of anti-flash device (like those used on acetylene tanks) or a check-valve, to prevent a backfire in the carburettor flashing up into this tank.

The friend I referred to would travel 3 miles to a post office and back home daily. His miles per gallon (MPG) was in the range of 30-40, using a big old Ford Ltd. This type of device doesn't start 'working' until the carburettor float chamber is emptied, which takes at least 2 to 3 miles. When it is empty, the engine then is running on pure petrol vapour, which is the secret of those 100 to 200 miles per gallon carburettors you hear about. My friend was probably travelling only 1/2 the trip on the efficiency of vapour; what must have been his mileage if he took it on a long trip? When installing this type of device, some kind of valve needs to be installed to shut off the fuel line to the carburettor. On the newer vehicles, there is an overflow from the fuel pump back to the main tank; if not, some kind of by-pass needs to be installed so the pump isn't ruined with over-pressure (pumping on a dead-end line). As with anything, a large dose of common sense needs to be applied.

In general, all people experimenting with fuel extension devices report that the larger the engine, the easier it is to improve efficiency. Most buy an old inefficient vehicle and experiment on it. I estimate that the last device I described should get at least 50 miles per gallon, and highly probable get double that. There is always the argument of the engine running too lean, which will burn out valves and rings. I am highly dubious about that.



I sent off for a design to burn hydrogen in an engine. Verifying Paul Brown's 'story', a 17 year old boy developed a simple device that uses tap water, 12 volt DC and some stainless steel. He went to one of the major TV stations in Los Angeles challenging them to feature his car on TV rather than those exotic, expensive, complicated hydrogen cars of the future. Three months later he was in jail (1979?) and was still there the last I knew. Friends tried to sell the plans. In a follow-up letter (after buying the plans), they stated that you didn't have to install stainless steel valves to make the engine hold up. If you ran the engine for a minute or two on regular petrol before turning it off, the cylinders and valves were lubricated enough, not to require the installation of special alloy valves. A little bit of deductive logic and a dose of common sense says that it is very highly probable that burning petrol vapour will not damage the engine by running too lean. I'd make the educated guess that on local trips, simply running the engine "normally" would take care of the lubrication. If used on long trips, filling the carburettor bowl once every 100 or 200 miles would suffice. That would necessitate some kind of a reach-rod to turn a valve with, or a solenoid actuated valve.

I've found that it is best to keep the system crude and simple, until it is working. If it does work on the first try, it always need improvements. When everything is up to snuff, then add the bells and frills. In other words, start with simple, cheap gate-valves. Often times it is simpler to open the bonnet and open the valve or close a valve, than it is to run wiring all over the place and be overdesigned to start with. Once you have 'something' working, you'll get all kinds of suggestions to improve in ways you never thought of.

Respectfully,
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SUPER-SCIENCE IN ANCIENT INDIA

India may have had a superior civilisation with possible contacts with extraterrestrial visitors, and the flying devices called 'Vimanas' described in ancient Indian texts may underline their possible connections with today's aerospace technology, an Italian scientist told the World Space Conference here today.

Dr Roberto Pinotti asked the delegates to examine in detail the Hindu texts instead of dismissing 'all the Vimana descriptions and traditions as mere myth'.

"The importance of such studies and investigations could prove to be shocking for today's man because the existence of flying devices beyond mythology can only be explained with a forgotten superior civilisation on earth," he said.

Pointing out that Indian Gods and heroes fought in the skies using piloted vehicles with terrible weapons, Dr Pinotti said they were similar to modern jet propelled flying machines.

He said certain descriptions of the Vimanas seemed 'too detailed and technical in nature to be labelled as myth'. He cited various texts to show there were 32 secrets relating to the operation of Vimanas, some of which could be compared to modern-day use of radar, solar energy and photography.

Quoting from *Vymaanika-Shaastra* he said the ancient flying devices of India were made from special heat absorbing metals named 'Somaka, Soundalike and Mourthwika'.

He said the text also discussed the seven kinds of mirror and lenses installed aboard for defensive and offensive uses. The so-called 'Pinjula Mirror' offered a sort of 'visual shield' preventing the pilots from being blinded by 'evil rays' and the weapon 'Marika' used to shoot enemy aircraft 'does not seem too different from what we today called laser technology,' he said.

According to the Italian expert, the 'principles of propulsion as far as the descriptions were concerned, might be defined as electrical and chemical but solar energy was also involved.

For instance, the 'Tripura Vimana' mentioned in *Vymaanika-Shaastra* was a large craft operated by 'motive power generated by solar rays,' Dr. Pinotti said, adding 'its elongated form was surely much closer to that of a modern blimp'.

According to Dr Pinotti, the huge 'Shakuna Vimana' described in the text 'might be defined as a cross between a plane and a rocket of our times and its design might remind one of today's space shuttle'.

'Surely, it expresses the most complex and sophisticated aeronautical design among all the other descriptions of Vimanas mentioned in the *Vymaanika-Shaastra* he said. He described the author of the treatise *Vymaanika-Shaastra* as a man 'attempting to explain an advanced technology'.

Dr. Pinotti, who has made an exhaustive study of the history of Indian astronautics, said another text, *Samarangana Sutradhara* had 230 stanzas devoted to the principles of building Vimanas and their use in peace and war.

He said ancient Aryans knew the use of the element 'fire' as could be seen from their 'Astra' weapons that included Soposamhara (flame belching missile), Prasvapna (which caused sleep) and four kinds of Agni Astras that travelled in sheets of flame and produced thunder.

He said the car that was supposed to go up to Suryamandal (solar system) and the Naksatramandala (stellar system) cannot be dismissed as a myth because of the 'technical nature' of its description.

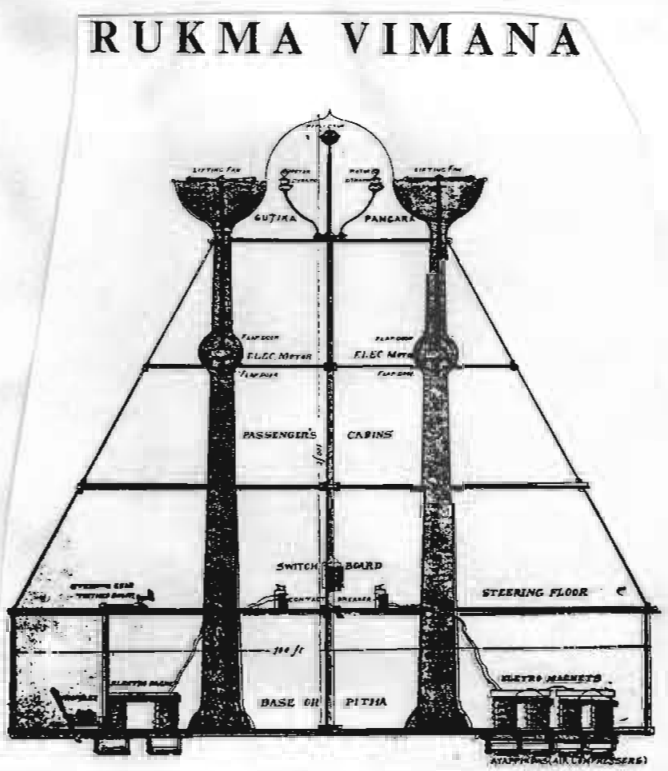
Dr Pinotti said depictions of space travel, total destruction by incredible weapons and the fact that Vimanas resembled modern unidentified flying objects would suggest that India had a "superior but forgotten civilisation."

"In the light of this, we think it will be better to examine the Hindu texts and subject the descriptive models of Vimanas to more scientific scrutiny", he said.

(Source: The Hindu, *12 October 1988, Bangalore, India)*

[For those interested in this subject, we recommend that you try to attend the talks and slide shows by David Hatcher Childress, author of *Vimana Aircraft of Ancient India & Atlantis*.

For further information on his pending visit down under, please refer to the back cover of this issue.]



A 1923 drawing by T.K. Ellappa of Bangalore, India of a Vimana (Vimaana) prepared under instruction from Pandit Subbaraya Sastry of Anckal, Bangalore.

SEARL & GRAVITATIONAL PROPULSION

A personal acquaintance of mine had the good fortune to meet Mr. J. R. Searl, in England. His investigations into gravitational propulsion have proven to be quite revealing.

In 1949, he was employed by the Midlands Board as an electronic fitter. He was very enthusiastic about the subject of electricity, though he had no formal education on the subject other than was required by his job.

Unhindered by conventional ideas about electricity, he carried out his own investigation into the subject. During work on electrical motors and generators, he noticed that a small electromotive force (EMF) was produced by the spinning metal parts, the negative toward the outside and the positive toward the rotational axis.

In 1950, he experimented with rotating slip rings and measured a small EMF on a conventional meter. He also noticed that when the rings were spinning freely and no electrical current was taken, his hair bristled. His conclusions were that free electrons in the metal were spun out by centrifugal force being produced by the static field in the metal. He then decided to build a generator on the same principle.

It had a segmented rotor disc, passing through electromagnets at its periphery. The electromagnets were energised from the rotor, and were intended to boost the EMF.

By 1952, the first generator had been constructed and was about three feet in diameter. It was tested in the open by Searl and a friend. The armature was set in motion by a small engine. The device produced the expected electrical power, but at an unexpectedly high potential. At relatively low armature speeds a potential of the order of 10.5 volts was produced, as indicated by static effects on nearby objects.

The really unexpected then occurred. While still speeding up, the generator lifted and rose to a height of about 50 feet above the ground, breaking the union between itself and the engine. Here it stayed for a while, still speeding up and surrounding itself with a pink glow. This indicated ionisation of air at a much reduced pressure of about 10.3 mm Hg. More interesting was the side-effect, causing local radio receivers to go on by themselves. Finally, the whole generator accelerated at a fantastic rate and is thought to have gone off into space.

Since that day, Searl and others have made some ten or more small flying craft, some of which have been similarly lost, and have developed a form of control. Larger craft have been built, some 12 feet, and two 30 feet in diameter.

Once the machine has passed a certain threshold of potential voltage, the energy output exceeds the input. The energy output seems to be virtually limitless. We made some measurements when I was there, and as far as we could see, the estimated output is somewhere in the vicinity of 10.13 to 10.15 watts. Above what appears to be the threshold potential, some 10.13 volts, the generator and attached parts become inertia-free. There is also some 'matter snatch' upon acceleration away from the ground, since it tends to take a little 'turf' with it when it goes.

Analysing what is happening is fairly easy. What the generator is doing is placing a 'stress' on the ambient space around it. The space breaks down to provide the magnetism to relieve the stress, but the energy by-product is absorbed by the generator, which reinforces the field.

It should be noted at this point that only a very small amount of space fabric passes through the craft and an even smaller amount is converted for energy. However, I have noticed that small changes in etheric forces lead to large physical effects. It was aptly demonstrated and I was impressed.

Recently (1987), Mr. Searl had a brush with authorities, when he began simply generating his own power for his own house. Now he doesn't have a very large house, but the Utility Board didn't like the fact that they had lost their monopoly. He now lives in Birmingham under an assumed name.

(Source: Extracted from an e-mail discussion on Pegasus Computer Networks, PO Box 284, Broadway, Qld 4006. Phone: (07) 257 1111.)